

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS

Agents for

MESSRS. W. & A. GILBEY'S

WINE & SPIRITS.

MESSRS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

MESSRS.

JOHN JEFFREY & CO'S.
PILSENER BEER.

THE MORGAN COMBINE.

Companies in the Great Trust.

Scarcely less dramatic and sensational than the original announcement thirteen years ago of the formation of a £20,000,000 shipping combine by the late Mr. J. Pierpont Morgan is the statement just received that Mr. P. A. S. Franklin, vice-president of the combine in question, the International Mercantile Marine Company, has been appointed as receiver.

Mr. Franklin's appointment, says an Evening Standard correspondent, was made at the request of a committee of bondholders, but the receivership, it is understood, will not interfere with the operations of the fleet of the company. Heavy losses due to the war and other causes have brought about the present condition of the affairs of the combine.

Under the International Mercantile Marine Company, Mr. Morgan bought a large number of companies and properties, including various British firms. The latter sold their ships to the trust as profitable figures, but gradually the control was secured on the American side of the Atlantic.

The Canal Company held out against the trust, and the British Government, foreseeing possible danger from the attempt to develop the United States at the expense of British shipping, lent its help and influence to the Canal Line. Among the properties operating under the combine are the American, Dominion, Atlantic Transport, White Star, Red Star, Leyland, National, and other subsidiary lines.

The fact that the International Mercantile Marine Company is in financial difficulties does not necessarily affect those companies in which it holds shares, the secretary of the White Star Line told an Evening Standard reporter. "It is not, of course, within the power of those companies to break away from the combine. They will continue to operate as in the past. As to Herr Bollin's reported efforts to secure active control on behalf of German shipping, nobody who is actually acquainted with the situation attaches any importance to such rumours."

IGNORANT OF THE GREAT WAR!

In his yearly report on the Northern District of the New Territories, Mr. S. B. C. Ross, District Officer, says:—
"The event of the year, the outbreak of the European War, had little effect upon the Territory. There was a small panic early in August because certain New Territory junks were unable to clear for the Territory, but this was due to a misunderstanding and the matter was quickly set right. There was at one time a rumour that airships were coming from Tientsin but this had little effect as few persons here knew anything about either airships or Tientsin. Large numbers of notices in simple Chinese were distributed telling the people that there was a war, but that it was a long way off, and that they had better attend to their own business and not worry about things which did not concern them. The people have taken this advice and I imagine that now the vast majority of the people out here are quite ignorant of the fact that there is a war at all."

A gentleman who was recently in Port Said informs the Times of Cyprus that people going home at present have an opportunity of being of assistance to our soldiers. Passengers are allowed to go into the Military Hospital and the tents for convalescent soldiers on the seashore at Port Said. The wounded Tommies in these places are hard-up for cigarettes and matches, especially the latter, and anyone going to see them armed with these is sure of a hearty welcome. It is well to remember, however, our informant told us, that the soldiers are not as a rule enamoured of Egyptian or Turkish cigarettes, but prefer Virginia.

The Man Who Gets There

Is the man who has blood—real rich red blood, and plenty of it—in his body.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
makes blood—lots of it—life giving, brain, nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER
Write for Prices
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

THE HONGKONG CORINTHIAN YACHT CLUB.

A GENERAL MEETING of Members will be held at the CLUB HOUSE on June 30th, at 6 p.m., 1915.

All members are specially requested to attend.
By Order of Committee
A. D. GER,
Hon. Secretary.
Hongkong, June 22, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.15 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.15 p.m. Every 15 minutes.
12.45 p.m. to 1.30 p.m. Every 15 minutes.
1.45 p.m. to 2.30 p.m. Every 15 minutes.
2.45 p.m. to 3.30 p.m. Every 15 minutes.
3.45 p.m. to 4.30 p.m. Every 15 minutes.
4.45 p.m. to 5.30 p.m. Every 15 minutes.
5.45 p.m. to 6.30 p.m. Every 15 minutes.
NIGHT CARS.
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Race and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Note or by Cheque or Compro order representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents

HONGKONG, CANTON,

SHANGHAI AND

HANKOW

SINGON & CO.

ESTABLISHED A.D. 1890.

IRON STEEL METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. Hongkong, September 4, 1912.

SIEN TING.

Surgeon, Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Coulation.

HOTELS

KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephone in Bedrooms and Sitting-rooms throughout. Telephone No. 1122. Cable Address: "Sachala." A.B.C. Code 5th Ed. Hongkong, September 1, 1905.

KING EDWARD HOTEL

Central Location.
A. Electric Lifts, Fans and Lights. European Baths and Sanitary Fittings. Hot and Cold Water System throughout. Best of Food and Service. Telephone 373. TELEGRAPHIC ADDRESS: "VICTORIA." FRANK L. COOKE, Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON.

TEL. No. 1466.

Now 237, 239, Des Voeux Road and No. 120, Connaught Road Central.

TEL. No. 811. Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE ASSETS OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914, £24,622,185.

I.—Authorized Capital £8,000,000

Subscribed Capital £1,500,000

Paid-up Capital £2,437,500

II.—Fire Funds £3,859,114

III.—Life & Annuity Funds £1,128,159

Sinking Fund Account £8,513

£22,561,269

Revenue Fire Branch £2,567,158

Life and Annuity Branches £1,973,269

Revenue Marine Department £22,692

Other Receipts £30,193

£25,923,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

If you have lost your appetite, one of the best Vendors of delicacies at the ALEXANDRA CAFE is sure to tempt you.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 84' x 84' Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Ropes, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN AGENTS.

Telephone Address:—TAIKOO DOCK. TELEPHONE No. 212.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Night Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unexcelled for location, cuisine, homelike atmosphere, and modern up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weeklv

Special Rates For Prolonged Stays

BENGUEZ COMMERCIAL CO., Proprietors.—Cable Address—"BECOMR."

713

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART, MANAGER.

PEAK HOTEL

ADJACENTLY SITUATED AT VICTORIA GAT.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms—From £5 per day Max.

Telegraph Add: "Peachful."

P. O. PEUSTER, Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Politeness, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 8.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply to—

Manager.

Telephone 137. TELEGRAPHIC ADDRESS: "COMFORT."

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAID 3" to 15" CIRCUMFERENCE	CABLE LAID 5" to 16" CIRCUMFERENCE	4 STRAND 3" to 16" CIRCUMFERENCE
--------------------------------------	--	--

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard, SAU-SAI-PO, KOWLOON, HONGKONG. Telephone No. 8.
Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Bournville COCOA represents the highest grade of nutritive cocoa preparation on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec. 17 1902.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSE'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

D. B. Co.

No. 1, WYNDHAM ST.
(Flower Street)
ESTABLISHED 1860.THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Cokes for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO, LTD., Agents.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-

TUSES, WINE LISTS, ETC. ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.

5 Wyndham Street

European Supervision Moderate Price

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
cleans the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOBU, KISHIDA, HOJO,
KANADA, NAMAZUTA, SAYO,
SHINNEW and KAMIYAMADA
Collieries.AGENTS for SAITO, & OKUBARI
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.TEL. ADDRESSES for above: "IWASAKI"
Codes:—A1, ABU 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

R. KATO,

Manager,

No. 2, PEDDER STREET,
HONGKONG.

NOTICE.

ANY EUROPEAN desiring to leave the
Colony should apply in writing for
permission to do so to the Provost Marshal,
Head Quarters Office, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height,
complexion and occupation of the applicant,
and stating the name of the steamer or
other vessel or the hour of the train by
which the applicant wishes to leave.
Applicants should apply in person for their
passages in the Provost Marshal at Head
Quarters Office between the hours of
9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. Daily.
Hongkong, January 26, 1915. 73THE HONGKONG ICE COMPANY,
LIMITED.

NOTICE.

Owing to the increased cost of Manu-
facture, &c., it has been decided to
raise the Price of ICE to 12 cents per lb.
from 1st July next.
JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, June 19, 1915. 529

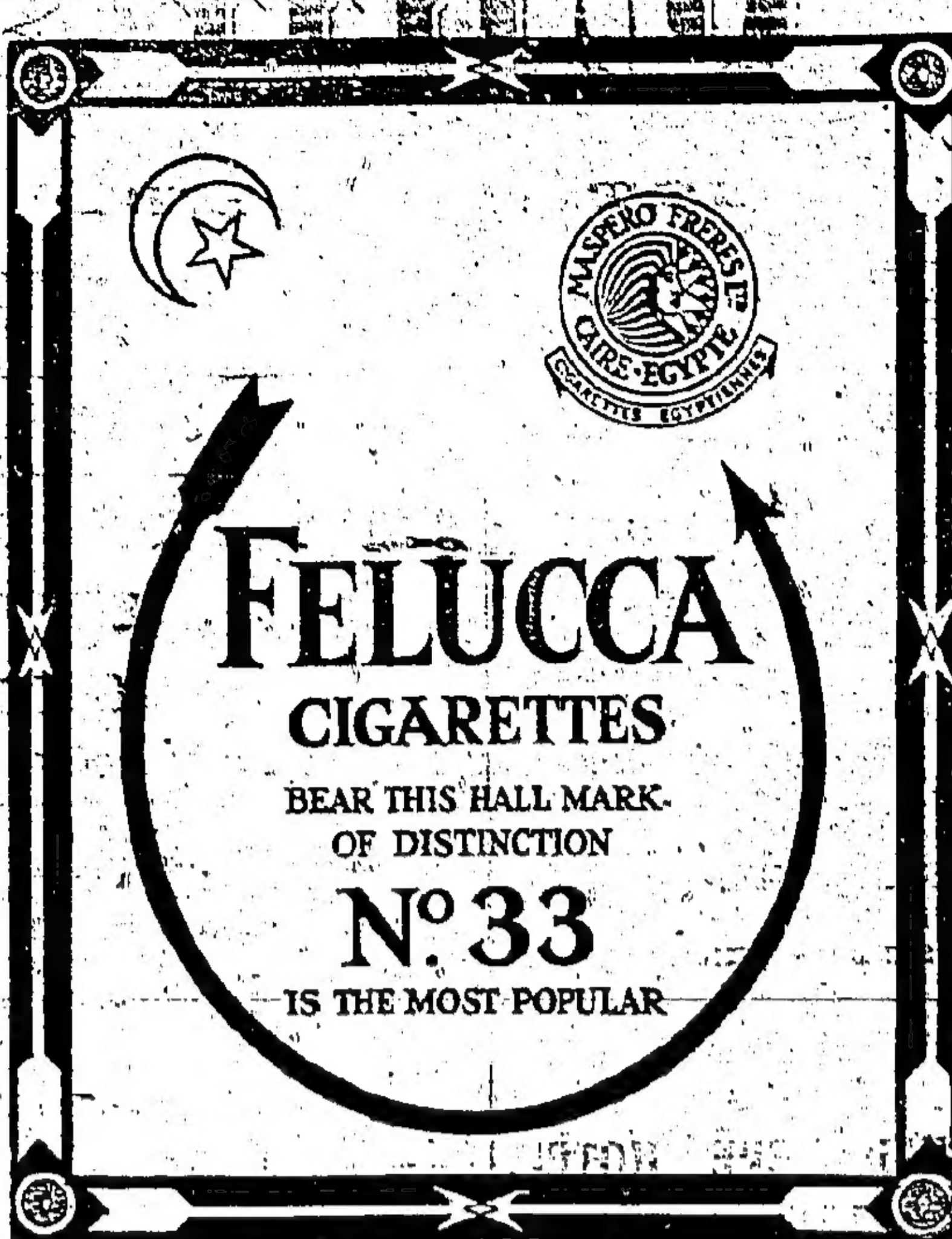
DAIRY FARM NEWS.

BUTTER & CHEESE.

The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.Daisy Butter..... \$1.10 per lb.
Dairymaid Butter..... 1.00 ..
Buttercup Butter..... 90 ..
Pantry Butter..... 80 ..
Cheese..... 70 ..

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDERThe accident took place at what
is known as the "Blackhat" and
Quintin's, slightly to the north of
Greena Green. At this point there
are sidings on each side of the main
line. The local train was on the
main set of rails in advance of the
Eastern express, and it was neces-
sary to shunt it to allow the London
train to pass. It has been the cus-
tom to divert the local to the siding
on the left, or western, side, but
for some reason not at present ex-
plained, those rails were occupied
by a standing goods train, so that
it was necessary for the signman
to send the local into the opposite
siding, on the east, to wait there till
the express had gone by.The lever had been moved, and
the local was moving slowly into
the siding, when the troop train,
coming from the north, crashed intoIf you happen to be late your people will
be Courtesy and Promptly served
just the same. Only at the ALEXAN-
DRA CAFE.

THE TROOP TRAIN DISASTER.

SCOTCH EXPRESS DASHES INTO BURNING WRECKAGE.

Terrible Scenes.

The most disastrous railway accident that has ever taken place
in this country occurred about seven o'clock on Saturday morning on
the Caledonian Railway about eight miles north of Carlisle, and within
a mile and a half of historic Gretna-green, (says the "Daily Telegraph"
of May 24.)The official list gives the number of killed and maimed at 158 and
injured 194.
A troop train from Larbert, containing about 500 soldiers of the
7th Battalion Royal Scots, dashed into a local train from Carlisle, and
before warning could be given the mid-night express from Euston to
Glasgow and Edinburgh plunged into the wreckage.To add to the horror of the situation fire broke out almost im-
mediately, and within a few minutes the three trains were burning with
indescribable fury.The sleeping saloon of the Scotch express was lying between the
two massive engines which were drawing the train, and some officers
travelling North were either killed or burned to death.Nearly all the casualties occurred in the troop train; in which was
stored some ammunition. Some survivors state that after the first broke
out explosions took place, various pieces of wreckage being hurled into
the air.The King, on hearing of the disaster, telegraphed his sympathy
from Buckingham Palace.Among the killed are a number of officers of the Royal Scots.
The battalion was bound for Liverpool or Fleetwood for an unknown
destination after a period of training.Fire engines were sent to the scene of the disaster with all possible
speed, but the wreckage burned with such fierceness that the three
trains were practically reduced to twisted pieces of iron and steel.Those of the troops who escaped injury went to the rescue of
their comrades, and worked under desperate conditions to save as many
as possible from the devastating flames.Several were only released from certain death by either legs or
arms, which were pinned down by wreckage, being amputated.

SCENE OF THE DISASTER.

Death and Destruction.

In the history of British railways
there is no calamity which ap-
proaches this terrible holocaust.
About 150 gallant soldiers are dead,
and nearly 200 others, many of
whom are lying at the point of death
in Carlisle, are maimed and mutilat-
ed.The place where the collision took
place is in one of the most famous
spots on the border. For some miles
around the country is flat and spar-
sely inhabited, the scene being in the
heart of an agricultural district. In
the distance are gently rising hills,
and the outlook is one of surpassing
beauty. In the midst of all this,
the spectre of death in its most
hideous form stood out as a shock-
ing contrast to the peaceful rural
surroundings.No official account of the accident
has been issued by the railway au-
thorities. They consider that it
would be inexpedient to endeavour
to offer any explanation until the
Board of Trade inquiry. The cause,
however, seems fairly clear.The trains in collision were the
local Caledonian train, which left
Carlisle for the north at ten minutes
past six, a troop train belonging to
the Caledonian Company, which was
proceeding from Larbert to Liver-
pool or Fleetwood, and the London
and North-Western express, which
left Euston at midnight, part of
which was proceeding to Glasgow
and part to Edinburgh.The accident took place at what
is known as the "Blackhat" and
Quintin's, slightly to the north of
Greena Green. At this point there
are sidings on each side of the main
line. The local train was on the
main set of rails in advance of the
Eastern express, and it was neces-
sary to shunt it to allow the London
train to pass. It has been the cus-
tom to divert the local to the siding
on the left, or western, side, but
for some reason not at present ex-
plained, those rails were occupied
by a standing goods train, so that
it was necessary for the signman
to send the local into the opposite
siding, on the east, to wait there till
the express had gone by.The lever had been moved, and
the local was moving slowly into
the siding, when the troop train,
coming from the north, crashed intoit just before the engine had got
clear of the main line. The impact
was terrific. The engines of both
trains fell over, together with nearly
all the carriages containing the
troops, whilst the local train suffered
almost as severely. The rolling stock
was telescoped, carriages were piled
on the top of one another in a con-
fused and inextricable mass, and,
to add to the horror of the situation,
fire immediately broke out. This
wreck was in itself shocking and de-
plorable enough, but in the course
of a brief period there was something
even more appalling to come.The London express was due, and
it was impossible to stop its dash to
death and destruction. The collision
between the troop and local trains
had damaged and made unworkable
the apparatus for moving the signals,
with the result that, so far as can
be ascertained, the signal gave a
clear passage for the oncoming ex-
press. There is a slight curve at
this section of the line, which would
make it impossible for the driver of
the first engine to see very far
ahead. The two engines which were
drawing the express came along at
a great speed, and before the brakes
could be applied effectively, dashed
into the disabled locomotives and the
rolling stock which had already been
devastated.The powerful engines leapt upon
the smoking and burning debris, and
there was a jumbled mass of wreck-
age such as has never been witnessed
before in the annals of British rail-way travelling. But even the three
trains in ruins and on fire had not
completed the incomparable scene of
chaos, for the goods train which was
on the western side became quickly
involved, and within a few minutes
the first collision had become a
mass of wreckage within a space of thirty or
forty yards. All that remained was a
jumbled mass of iron and steel,
the mighty engines battered almost
out of recognition, and in the midst
of a fiercely burning furnace.The troop train was composed by
about 500 officers and men of the
7th Royal Scots, and met more than
about fifty of these came through
the ordeal without either death or
injury.Information of the fearful event
was quickly conveyed to Carlisle,
and half an hour later, Mr. Camp-
bell, the stationmaster there, or-
ganised a special train, which at
once proceeded to the scene. At
once the ready helpers got to work,
and the meadows on one side of the
line were soon more like a battlefield
scene than anything else.TOWN A VAST HOSPITAL.
Many of the travellers were al-
ready dead, and the dying were lying
on stretchers or on the grass faintly
calling for help, and meaning pite-
ously. As expeditiously as possible
motor ambulances were hurried
along, and the unfortunate victims
who had not succumbed were taken
to the infirmary and other institu-
tions at Carlisle, but so badly were
they injured that many died on the
way. The town was, in fact, soon
converted into a vast hospital, and
considering the great number of
wounded troops who were already
being treated there this extra burden
upon the authorities was met with
commendable promptitude.The scene furnished a series of
horrors to which, fortunately, there
is no parallel in the records of rail-
way disasters in Great Britain.
When the three trains came into
contact there was a mountain of
wreckage from which steam and fire
issued, while wood cracked and iron
screamed and groaned in their help-
lessness beneath what was a veritable
bonfire. Singed woodwork,
luggage, and upholstery were jumbled
together in a confused mass, making
a fearful prison for the unfortunate
passengers huddled underneath,
without, in many cases, the slight-
est hope of extrication.So violent were the impacts, and
so suddenly did the fatal strokes
come that many of the travellers
who had been asleep had no time
to realise the awful fate which had
overtaken them. The passengers
were enveloped in a vortex of flame,
which quickly spell their doom. The
sight beneath the hurled vehicles at
the main point of collision was some-
thing which made the most stout-
hearted shudder. Chaired arms,
legs, and bodies were visible, and
in what was left of one carriage seven
corpses were seen. The heat over-
powered many of the rescuers, many
of whom, at great risk to themselves,
approached close to the burning pile
in order to give succour where pos-
sible to the victims.The fire brigade from Carlisle
poured tons of water on to the debris,
but for hours it was to little or no
purpose, for the flames had got such
a great hold that nothing seemed
capable of subduing them. Notwith-
standing all these difficulties, the
doctors, Red Cross nurses, and men
worked away with a will which was
well-nigh superhuman. Men were
licked by the flames in their efforts
of mercy, and fell back themselves
victims of the overpowering heat.
The field adjoining the line was
strewn with marks of the devastating
occurrence. Boots with blackened
feet in them lay about, soldiers'
buttons shivered into little pieces,
of metal, railway cushions with their
stuffing scattered about, carriage
doors smashed into many pieces,
furnished a sad picture of the havoc
wrought.FIVE ENGINES IN A HEAP.
The remains of the five engines
were lying in close proximity. They
had been seared and frizzled, and
looked like pieces of old iron twisted
into all kinds of shapes. The tenders
had been forced apart. There were
two engines lying on the sleeping
sleeper express. The first locomotive
was upright and lay at right angles
to the second. The engine of the
troop train was so damaged as al-
most to be unrecognisable as a loco-
motive at all. The force of its im-
pact with the local train and the
fire, which immediately broke out
upon it had converted it into mere
scraps of iron and steel, the boiler
even being cut into fragments.The cost of the loss in time was
staggering. Wheels, axles, parts of
engines, gas-holders, and all the para-
phernalia of rolling stock were
hoisted on the top of one another,
and stood twenty or thirty feet high.
(Continued on page 3.)LOSING WEIGHT
BY THE POUNDNew Under Weight, a condition
of ill-health, shows you assu-
mptive powers are decreasing.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDSupplies the blood with the
vitamin containing and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

Packets: 5/25 and 5/45

way travelling. But even the three
trains in ruins and on fire had not
completed the incomparable scene of
chaos, for the goods train which was
on the western side became quickly
involved, and within a few minutes
the first collision had become a
mass of wreckage within a space of thirty or
forty yards. All that remained was a
jumbled mass of iron and steel,
the mighty engines battered almost
out of recognition, and in the midst
of a fiercely burning furnace.The troop train was composed by
about 500 officers and men of the
7th Royal Scots, and met more than
about fifty of these came through
the ordeal without either death or
injury.Information of the fearful event
was quickly conveyed to Carlisle,
and half an hour later, Mr. Camp-
bell, the stationmaster there, or-
ganised a special train, which at
once proceeded to the scene. At
once the ready helpers got to work,
and the meadows on one side of the
line were soon more like a battlefield
scene than anything else.TOWN A VAST HOSPITAL.
Many of the travellers were al-
ready dead, and the dying were lying
on stretchers or on the grass faintly
calling for help, and meaning pite-
ously. As expeditiously as possible
motor ambulances were hurried
along, and the unfortunate victims
who had not succumbed were taken
to the infirmary and other institu-
tions at Carlisle, but so badly were
they injured that many died on the
way. The town was, in fact, soon
converted into a vast hospital, and
considering the great number of
wounded troops who were already
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of whom, at great risk to themselves,
approached close to the burning pile
in order to give succour where pos-
sible to the victims.The fire brigade from Carlisle
poured tons of water on to the debris,
but for hours it was to little or no
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motive at all. The force of its im-
pact with the local train and the
fire, which immediately broke out
upon it had converted it into mere
scraps of iron and steel, the boiler
even being cut into fragments.The cost of the loss in time was
staggering. Wheels, axles, parts of
engines, gas-holders, and all the para-
phernalia of rolling stock were
hoisted on the top of one another,
and stood twenty or thirty feet high.
(Continued on page 3.)SAVARESS'S
SANTAL
7 CAPSULES
PHYSICIANS RECOMMEND THEM
MADE IN LONDON - OF ALL CHEMISTSHAVE YOU A
BAD LEGwith wounds that discharge or otherwise, perhaps
surrounded with inflammation and swelling, the
wound may be treated with the following
remedy. It is a simple one, and the only one
that has been found to be effective. It is the
only one that has been found to be effective.
It is the only one that has been found to be effective.
It is the only one that has been found to be effective.GRASSHOPPER OINTMENT
AND PILLS. Prepared by Albert, Albany
House, Farringdon Street, London, England.
Price in England 1/6 and 2/6 per box.Agents:—A. S. Watson & Co., Ltd.
Hongkong.

WANTED.

THIRD OFFICER for a.s. "ORANGSHA",
sailing 1st July for Australia.
Apply on Board.
Hongkong, June 26, 1915. 553

WANTED.

FOR immediate occupation one 3/4
acre of land, situated on the Peak.
Apply stating location, rent etc., to "Z"
c/o "China Mail" Office.
Hongkong, June 26, 1915. 554

NOTICE.

BANK HOLIDAY.

UNDER ORDINANCE No. 5 of 1912,
THURSDAY, 1st JULY, has been
proclaimed a GENERAL HOLIDAY and
the EXCHANGE BANKS will be
CLOSED for business on that day.
Hongkong, June 28, 1915. 558

NOTICE.

THURSDAY, JULY 1st, 1915, (and
until further notice)
25% CASH DISCOUNT will be allowed
on all goods.
M. GAINES,
Alexandra Buildings.
Hongkong, June 28, 1915. 561PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE.

MAY ROAD STATION will be Open
for traffic on and after THURSDAY,
July 1st.
Single fares from Upper or Lower
Terminus 20 cents.
Season tickets available for three months
between the Lower Terminus and May
Road can be obtained on application at
the Company's Office at the following rates:GENTLEMEN \$20.00
LADIES \$10.00
CHILDREN \$ 5.00
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 22, 1915. 556CLEARANCE
SALE
OF
LAMP SHADES.

30% discount for CASH

AT

KOMOR & KOMOR'S.

ALEXANDRA BUILDINGS,

Des Vaux Road,

Hongkong, June 23, 1915. 560

THE
LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERSin each class of goods. Besides being a
complete commercial guide to London and
its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the Goods they ship, and the Colonial
and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail,
and indicating the approximate sailings

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc.,
in the principal provincial towns and
industrial centres of the United Kingdom.A copy of the current edition will be
forwarded, freight paid, on receipt of
Postal Order for £ 45.Dealers seeking Agencies can advertise
their trade cards for £ 55 or larger adver-
tisements from £ 95.

The London Directory Co., Ltd.,

25, ABchurch Lane, LONDON, E.C.

THE ALEXANDRA CAFE cannot be
described as a first-class cafe. It is a
second-class cafe, and is a very good
second-class cafe. It is a very good
second-class cafe. It is a very good
second-class cafe.

Hughes and Hough

ACTING AGENTS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.E.C. 4th & 5th Editions.
A.I. TELEGRAPHIC CODE.
Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
WEDNESDAY,

the 30th June, 1915, at 11 a.m.,
at Godown No. 6,
Cross Lane, Wanchai,
9th FLOOR, J. PANSEY COAL.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, June 23, 1915. 540

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
WEDNESDAY,

the 30th June, 1915, commencing
at 2.30 p.m., at their Sales Rooms, No. 3,
Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF
**VALUABLE TEAKWOOD
FURNITURE**, etc., PRINCIPALLY
NEW STOCK.

As follows:—
One Drawing Room Suite, Bedroom
Furniture, Upholstered Arm-chairs and
Sofas, Carpets, Brass and Brass-
mounted Bedsteads, Sideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, etc., etc., Dinner Services,
Crockery, Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc., etc.

Also
One Old Blackwood Wardrobe, One
8-fold Blackwood Screen (Porcelain Panels),
Stands, Tapes, etc., etc., One
Piano in good condition, several pairs
Tape Curtains (NEW) & yds. 3 Bowing
Machines, etc., etc., and One
American Cigar and Tobacco Cabinet and
One American Safe.
(Full Particulars from Catalogue.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 24, 1915. 545

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
FRIDAY,

the 2nd July, 1915, commencing at
2.30 p.m., at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
**VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE**, etc., etc.

As follows:—
TEAKWOOD.—Chairs, Chesterfield
Sofas and Chairs (New), Bedroom Suites,
Dining Room Suites, Toilet Tables, Ward-
robes, Washstands, etc., Sideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, etc., etc.
BLACKWOOD.—Cabinets, Chairs,
Flower Stands, Brackets, Marble-top
Tables, Card Tables, Stools, Photo Frames,
etc., etc.

Also
Dinner Services and Crockery Ware,
Cutlery, Cooks' Aprons, Carpets and Rugs,
Kitchen Utensils, Glass and E.P. Ware,
Electric Raising Lamps, etc., and Two
Pianos (Henderson).

And
One New Complete Set Encyclopaedia
Britannica (10 Volumes), Pistol and
Ammunition, One Schenker Revolver.
Catalogue will be issued.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 25, 1915. 551

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
Ice House Street.

One Grand Piano by
John Broadwood & Sons,
One Double Grand Piano by
Broadwood & Sons
in good condition.

Full Particulars from the Undersigned.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, June 26, 1915. 553

THE TROOP TRAIN DISASTER.

(Continued from page 2.)

from the permanent way. In cre-
views could be seen victims, and the
endeavour strenuously made to ex-
tricate them, dead or alive, was a
work which was carried on through-
out the whole of Saturday and the
greater part of the night.

Mr. Mathison, the general man-
ager of the Caledonian, and Sir
Charles Vane Renshaw, the chair-
man of the line, took part in this
work, and had under their control
a large army of officials of the line.
Sir Spencer Ewart, the General
Officer Commanding-in-Chief in Scot-
land, was also present. The task
was a formidable one, but it was
undertaken with dauntless and un-
flinching energy. The men who were
thus engaged went through their
grim labours reverently and persis-
tently. As a body was obtained it
was placed on a stretcher, and borne
to an out-house in the field.

Some of the poor victims had
escaped the searching which had
obliterated in others all likeness to
human creatures, and thirty or forty
were placed in the out-house await-
ing identification. Others bore no
trace whatever of human form, all
that remained being a few blackened
bones. In some cases it was quite
impossible to say whether the bones
were those of one or more persons,
so that it also necessarily became a
matter of speculation as to how many
of the dead were really being re-
moved. The remains were after-
wards gathered up in sheets and
placed together for the purpose of
burial. Throughout the night, the re-
scueers pursued their unpleasant but
necessary work, and by yesterday
morning all the remains had been
got out of the wreckage. The debris
had also to a great extent been re-
moved, and the permanent way more
or less cleared.

THE FIRE WAS OF UNPRECEDENTED FER-
ocity, and causes are sought as to
whether there was any special reas-
on to account for it. This will,
of course, be brought out at the
Board of Trade inquiry.

Besides the distressing scenes in
the vicinity of the catastrophe, that
in the neighbourhood of the infirmary
at Carlisle was also saddening. To
this institution many of the wound-
ed survivors were taken. Railway-
men, labourers, clerks, and all man-
ner of persons willingly assisted the
ambulance men and nurses to con-
vey the unfortunate victims from the
trains and motors to the infirmary.
Several of the wounded soldiers from
the front also gave a helping hand.
As the slightly wounded were re-
turned at the infirmary they were
allowed to lie down at the front of
the institution, and the long row of
bandaged men was a pitiful sight.

ALL THAT WAS LEFT.

In the debris scattered about the
railway bank were numbers of sol-
diers' bonnets, bits of khaki, blank-
ets, and broken rifles. The greatest
difficulty is being experienced in
identifying the dead, and the police
as far as possible are collecting the
personal belongings of many of
the victims, as this will be the
only means of identification of
the great majority of the dead. The
police collection includes soldiers' knives, buttons, broken watches,
pipes, rings, farthings, notebooks,
pocket-books, and bits of clothing.
It has been possible to identify
some of the soldier victims by

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
FRIDAY,

the 2nd July, 1915, at 11 a.m.,
at "Homer's," 153,
Wanchai Road.

5 Bedroom Suites, 1 Sideboard,
Overmantels, Couches and Settees,
Several Bedsteads, Toilet Sets,
Shanghai Baths, etc., etc.

Also
Large Ice Chest, Sun Blinds, Palms and
Sawflies.

(Full Particulars from Catalogue.)
On view till July.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, June 26, 1915. 550

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
TUESDAY,

the 2nd June, 1915, at 2.30 p.m.,
at their Sales Rooms, No. 3,
Des Vaux Road, Corner of
Ice House Street.

A LARGE QUANTITY OF
POKEE SILE.
To be sold in small lots to suit Buyers.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 28, 1915. 550

means of their identification ques-
tioned in most cases these are missing.
Those who had been identified were
yesterday confined and conveyed
north by special train.

It is reported that the guard of
the troop train made an heroic effort
to stop the express from London.
Immediately his train collided he
jumped on to the permanent way and
ran along the line waving his flag.
He failed, however, to attract the
attention of the express driver.

SURVIVORS' STORIES OF THE COLLISION.

Onlookers and survivors tell a
vivid story of what happened:
Private James Seally, of the Royal
Scots, who was in the troop train at
the time of the accident, said:

"I belong to Armadale, Linlith-
gowshire, and my pal here, John
McConnell, comes from the same
place. We left our camp at about
three o'clock this morning, and en-
trained soon after. When the col-
lision occurred I was put down right
through the compartment floor. The
train soon caught fire; in fact, the
fire broke out in a few seconds. An
awful yell went up. The scene was
terrible. I simply scrambled out
and went and helped one or two of
my chums to get out from amongst
the wreckage. I saw about thirty
killed. They were nearly all soldiers
—only one or two civilians.

Private Gilchrist, Scots Guards,
who was in the London express,
made the following statement:

"It was the most awful and terrible
scene that I ever saw. There were
literally piles of wreckage. The en-
gines went on top of one another.
It was ghastly and appalling; indeed,
absolutely indescribable. As soon as
I managed to escape I saw a hand
waving from the wreckage. A voice
cried: 'Do you see me?' He was
an officer. 'Yes, sir,' I re-
plied: 'just take time and I'll get
you out.' I managed to rescue him.
Then I saw another man, who asked
me to look for his wife and child.
It was a scene I shall never forget.
It was a heavy train on account of
people going home for the holidays.
I was in the sixth carriage. The
two carriages in front of mine were
teleported, and one of our engines
was on the top of the troop train.
Rifles, bayonets, and equipment lay
all over the place, heaped up on top
of each other in great piles amongst
the dead and wounded.

WORSE THAN THE WAR.

Another soldier who was in the
express train said he had just re-
turned from the front, and was going
home for a few days. 'I have seen
some awful sights yonder,' he said,
'but this bangs the lot. It was
worse than many of the sights in
Flanders.'

A private who had been badly in-
jured made the statement:

"I and a few more of the boys were
having a quiet game of cards, when
all of a sudden there was a frightful
smash. We were thrown in all
directions, then flames burst all
around us. A pal of mine named
Thomson said: 'Come on, Bill,'
and putting me on his shoulder he
carried me into safety. The poor
beggars were badly knocked about
themselves, but he stuck to me like glue,
then went back to help another
fellow. Heaven protect him!

A story was told by Mr.
Thomas Stephenson, of Logan-
street, Glasgow, about meeting Pay-
master Payton on the platform at
Euston before the London express
started. He said:

"The paymaster told me of the
awful experience which he had just
gone through. He told me that he
had had a brother killed at the front,
and had obtained leave to go home
for the week-end in order to comfort
his mother. He was in about the
middle of the express train in a car-
riage close to me. The impact was
dreadful, and the next thing I saw
was appalling. It is simply too
awful to speak about. My law
friend was killed at once and placed
on a logie and taken to be placed
amongst the dead.

Many narratives are given of the
bravery of those who assisted the
wounded under circumstances of con-
siderable personal peril. Dr. Edwards
tells of a case in which he found
under the scorching-burning debris two
soldiers, who were shouting: 'For
God's sake get us out.' The doctor
went to their assistance, and ampu-
tated both the legs of one of the
men and one of the legs of the other
sufferer. Unfortunately, one of the
victims soon afterwards died. 'An
other poor fellow, belonging to the
Royal Scots, was trapped in the
wreckage, and as the devouring
flames got nearer to him pitiously
shouted in agony: 'Will someone
shoot me; for Heaven's sake don't
let me burn to death.' It was not
long before that particular part of
the wreckage was eaten up by the
flames, and the man with it.

CARRIAGE ROOF FALLS IN.

"It was a pure hell," said ber-
gent John Combe in describing the
scene which followed the colliding of
the express with the overturned
carriages of the troop train. "I
would rather fight a thousand Ger-
mans than go through this again."
We left Carlisle at 3.45 a.m. on
Saturday for an unknown destina-
tion. We passed Quinsay Hill signal
box about half-past six, and then
there was a terrible crash. Our
train was travelling at express speed,
and contained about 500 men of the
"A" and "B" Companies of the
5th Battalion Royal Scots. The
first two or three carriages were
teleported, and the rest of the car-
riages fell over on to the down main
line, and at that moment the express
crashed into the centre smashing
these carriages to matchwood.
I was travelling with Dr. Major
Ross, whose son is lying seriously in-
jured in Carlisle. We felt the car-
riages coming together, and we held
our legs up, and when the crash came
we were shot into the air. The roof
of the carriage collapsed and fell on
Ross's back. He was pinned down,
and shouted to me to help him. I
pulled at him for all I was worth by
the head, and succeeded in getting
him out. I myself was covered with
debris, and before I could help Ross
I had the job of my life in wringing
myself free. Had it not been for the
double collision the death-roll would
in my opinion, have been very slight.
We did what we could to help the
other chaps out, but we could not get
at them for the flames. Some of
them were jammed underneath the
carriages, and nothing could be done.
The shocks and the moans of the
men as they were being slowly roas-
ted to death was terrible to hear. I
saw the headless body of one man
with outstretched arms hanging high
up in one part of the wreckage. It
was the cruellest thing I have wit-
nessed in all my life. They had two
engines on the express, and it was
only the first carriage and part of the
second that suffered. The rest of
the train remained intact, and I
think most of the passengers must
have got safely out. All our train
was simply smashed to pieces.
Then the fire started in the centre,
and the flames soon spread to
each end. We had ammunition in
our train, and explosions were going
off every few minutes, throwing the
debris high up into the air. The doc-
tors worked magnificently. One poor
fellow was fixed and jammed by the
arm, and a doctor amputated the
limb and thus saved his life. Had
he not been released he would have
been burned to death.
An ambulance worker remarked:
"One poor fellow whose legs were
horribly burned was pinned down,
and it was impossible to get him out.
The flames were simply eating him
up, and were getting near his face.
He was in the greatest agony, and
shouted, 'For God's sake, shoot
me.'"

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of the carriage collapsed and fell on
Ross's back. He was pinned down,
and shouted to me to help him. I
pulled at him for all I was worth by
the head, and succeeded in getting
him out. I myself was covered with
debris, and before I could help Ross
I had the job of my life in wringing
myself free. Had it not been for the
double collision the death-roll would
in my opinion, have been very slight.
We did what we could to help the
other chaps out, but we could not get
at them for the flames. Some of
them were jammed underneath the
carriages, and nothing could be done.

The shocks and the moans of the
men as they were being slowly roas-
ted to death was terrible to hear. I
saw the headless body of one man
with outstretched arms hanging high
up in one part of the wreckage. It
was the cruellest thing I have wit-
nessed in all my life. They had two
engines on the express, and it was
only the first carriage and part of the
second that suffered. The rest of
the train remained intact, and I
think most of the passengers must
have got safely out. All our train
was simply smashed to pieces.

Then the fire started in the centre,
and the flames soon spread to
each end. We had ammunition in
our train, and explosions were going
off every few minutes, throwing the
debris high up into the air. The doc-
tors worked magnificently. One poor
fellow was fixed and jammed by the
arm, and a doctor amputated the
limb and thus saved his life. Had
he not been released he would have
been burned to death.

An ambulance worker remarked:
"One poor fellow whose legs were
horribly burned was pinned down,
and it was impossible to get him out.
The flames were simply eating him
up, and were getting near his face.
He was in the greatest agony, and
shouted, 'For God's sake, shoot
me.'"

OFFICER'S NARRATIVE.

Pathetic scenes were witnessed at
Glasgow Central Station when a
special train containing survivors
arrived. A large crowd, composed
of relatives of the passengers, await-
ed the train. Several of the passen-
gers bore terrible traces of their ex-
perience. One woman had her head
swathed in bandages, a young mili-
tary officer's forehead was blood-
stained, and another man had his
right hand smashed. All spoke of
the terrible nature of the calamity.
An artillery officer, a well-known
Glasgow man, had more the appear-
ance of having been carried from the
trenches than from a wrecked train.
His face was covered with blood, his
service cap, a boot, and a legging
were missing. He said:
"I must have been asleep at the
time. What roused me was the sud-
den application of the brakes. I was
thrown on the floor and pinned un-
derneath the seat. The carriage roof
collapsed like a concertina, but some-
how I managed to scramble out. I
found a willing Tommy, and the two
of us at once proceeded to the work
of rescue. We got five people out.
The sights and sounds we saw and
heard were terrible. One man was
hanging with his head off, and all
along we could hear the groans of the
wounded. I am sure a woman and
two children were burned to death
beneath the train a few yards away
from me."

A soldier home from France said
the scenes beggared anything he had
witnessed in the trenches. Men
were lying about smashed in the
most horrible manner—heads, legs,
and arms being disconnected from
bodies. While many soldiers were
doubtless killed instantly, the flames
secured others who were jammed un-
der the debris. A hosepipe was used
to bring water from a neighbouring
stream which was poured on the
flaming carriages to delay the blaze
reaching spots where rescuers were
at work. Carriage roofs were backed
to pieces in order to enable terribly
injured victims to be dragged out.

JUMPED TWENTY FEET.
A young Portlick man, hatless and
fatigued after his exertions, said he
travelled in the London express, and
was washing his face when the sud-
den application of the brakes alarm-
ed him. Immediately afterwards the
crash came. His carriage was piled
up on the top of the preceding one,
and he had to jump out of the win-
dow, a height of 20ft. He went to
the rescue of the many people who
were jammed in the wreckage. After
the doctors arrived many victims had
limbs amputated on the spot, chloro-
form being administered first. The
narrator performed the nerve-racking
task of holding a man who was
pinned by the arms until the doctor
released him by severing the limbs.
When the fire broke out, word was
shouted, 'along, and immediately

The Signature.

To distinguish the original and
genuine Worcestershire Sauce from
the many imitations, see that the
signature of Lea & Perrins appears
in White across the Red label on
every bottle.

No other sauce has such an exquisitely
delicate flavour, or such a reputation among
discriminating people in every part of the
world.

Lea & Perrins

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE

REVISED AND UP TO DATE.

Shows tracks and daily progress of the big typhoons
during the last twenty years.

Explains day and night typhoon signals.
Enables one to locate the centre of a typhoon.
Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents

From the CHINA MAIL Office.

TO LET.

HOUSE in Kestford Terrace.

THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, Dec. 3, 1914. 128

TO LET.

NO. 9, QUEEN'S GARDENS, 1st
April.
No. 9, STEWART TERRACE, Peak
1st May; Furnished or unfurnished.
Apply to—
DENISON, RAM & GIBBS.
Hongkong, March 20, 1915. 211

TO LET.

FURNISHED, including a splendid
Piano, "FAIR VIEW" No. 3,
Robinson Road, containing 6 rooms with
ample Servants Quarters.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, June 1, 1915. 479

QUEEN'S BUILDING.

TO LET the South West portion of the
First Floor, including Treasury or
2nd Floor, lately in occupation of the
PERMAN BANK.
GODOWN, No. 9 Ice House Street.
OFFICES facing the Harbour between
the Hongkong Club and Post Office.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, Feb. 11, 1915.

TO LET.

TO LET.

"LA HACIENDA" E. No. 74 Mount
Raffles Road.
Apply to—
CHATER & MODY,
5, Queen's Road Central.
Hongkong, May 17, 1915. 440

TO LET—1st July.

NORMAN COTTAGE, No. 2, Peak
Road, 4 good rooms.
Apply—
PERCY SMITH, SETH & FLEMING,
5, Queen's Road Central.
Hongkong, June 22, 1915. 435

TO LET.

HOUSES in CLIFTON GARDENS
Conduit Road.
GODOWN'S New Praya, Kanbely Town.
GODOWN'S at Wanchai.
58, The Peak "THE RETREAT."
91, WONGNICHONG ROAD.
Apply to—
HONGKONG LAND INVESTMENT
AND AGENCY Co., Ltd.
Hongkong, April 1, 1915. 550

TO LET.

ON the Upper Levels, LARGE AIRY
ROOM facing the harbour. Vacant
from 1st July. Use of tennis court.
Apply to—
"X.Y.Z."
C/o CHINA MAIL Office.
Hongkong, June 2, 1915. 452

TO LET.

HOUSES in "TORKES BUILDINGS"
Kowloon.
Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, June 8, 1915. 327

TO LET.

FURNISHED or UNFURNISHED
ROOMS in healthy locality.
BOARD or PART BOARD if DESIRED.
ELECTRIC LIGHT and TELEPHONE.
Very short distance from centre of town.
Robinson Road Level.
Apply to—
"A.R."
C/o CHINA MAIL Office.
Hongkong, June 11, 1915. 518

TO LET.

FOUR ROOMY FLATS in Hanoi
Road, Kowloon, and MAY ROAD
Hongkong with possession on or about
15th August. Bath—English bath and
kitchen ranges, hot and cold water, Electric
light. First class modern appointments
throughout including water carriage
system.
"PENTREY" Minton Row, Kowloon,
6 Roomed House with Tennis Court.
2 & 3, MINDEN VILLAGE, Kowloon.
5 Roomed Houses with Tennis Court.
FOUR ROOMY HOUSES in Gordon
Terrace, and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphreys Buildings,
Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Alexander Buildings.
Hongkong, June 5, 1915.

THE NEW FRENCH REMEDY.

THERAPION No. 1.

THERAPION No. 2.

THERAPION No. 3.

THERAPION No. 4.

THERAPION No. 5.

THERAPION No. 6.

THERAPION No. 7.

THERAPION No. 8.

THERAPION No. 9.

THERAPION No. 10.

THERAPION No. 11.

THERAPION No. 12.

THERAPION No. 13.

THERAPION No. 14.

FOR THE RELIEF OF

A. S. Watson & Co., Ltd.
HONGKONG DISPENSARY.

Hongkong, July 22, 1918.

such money as you had in order to win their loss. It is quite impossible for me to take the course indicated by Mr. Jeffrey, and I was in doubt whether I ought not to pass upon you the sentence, which I always passed in similar cases, but I am justified in reducing it to a certain extent. I must order you to be imprisoned to be kept to hard labour for the term of six months.

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

MORE GERMAN PIRACY.

LINER SUNK: NUMBER OF SMALL CRAFT ATTACKED.

DISTINGUISHED GERMAN DENOUNCES RAVENLOW'S DIATRIBES AGAINST ENGLAND.

STORY OF CANADIAN TROOPS GALLANTRY.

(Reuter's Service to the China Mail.)

GLASGOW LINER TORPEDOED.

LONDON, June 28. The 6000 ton liner "Edinburg" from Glasgow for Montreal, was torpedoed and sunk in the Irish Sea. The crew were saved.

GERMAN SUBMARINE PIRACY.

LONDON, June 28. A German submarine attacked a number of small craft off Yeu (Ile de France) yesterday and sank a schooner, the crew of which was saved.

FINES IMPOSED ON FRENCH TOWNS.

LONDON, June 28. A telegram from Amsterdam states that the Germans have fined the towns of Roubaix and Valenciennes 150,000 francs each in reprisal for the French bombardment of Turkish towns.

GERMANS QUARRRELLING AMONG THEMSELVES.

LONDON, June 28. A well-known sportsman and social personage has issued a reply to Count Ravenlow's violent article in the "Times" declaring that it was not the German people who invented the word "Gott strafe England" which had merely had a provocative effect upon the British.

FURTHER BRITISH SUCCESSES IN AFRICA.

LONDON, June 28. The Press Bureau announces a recent expedition against Port Bokobu on the Western shore of the Victoria Nyanza, a base of German operations and a point of considerable importance. The expedition sailed from Kisumu on June 26 under the command of Brigadier-General Stewart. British forces along the river Kagera are co-operating in engaging the enemy's attention. The operations have been brilliantly successful and the troops are returning, having destroyed a fort, a wireless installation, and many boats. The British captured a field-gun and many rifles and valuable documents, and destroyed two machine-guns by artillery fire.

THE CANADIANS AGAIN DISTINGUISH THEMSELVES.

LONDON, June 28. Reuter's correspondent at Headquarters in France, describing the work of the Canadians, says that among the points captured was an orchard in the Festubert region.

Attacking in the twilight, the men, mostly from Vancouver, immediately met a heavy rifle and machine-gun fire from three different directions. Despite the gaps which this made they advanced unwaveringly till they came to a deep creek full of mud and water, with a thick hedge on the other side with only two openings. Cheering, the men waded through the creek up to their armpits, and reached the hedge, where they paused. Captain Morrison shouted "Lads, we must get through!" He was about to lead the way when Private Appleton stopped him, saying "Excuse me, sir, but bombs should go first." So saying, Appleton darted through a gap in the hedge so narrow that each man had to follow separately. When the thinned line resumed its advance the Germans bolted from their second trench.

In subsequent fighting at Givenchy on June 15 an officer and a private were working a machine-gun in a captured trench when the tripod slipped from the parapet. The private, protecting his shoulder with a blanket, supported one foot of the tripod on his back, the two other feet resting on the trench wall, and they thus fired over a thousand rounds before the officer was killed. The private dismounted the gun from the tripod and was brought back to the lines when the trench was abandoned.

AVIATORS AGAIN BOMB DOUAI STATION.

LONDON, June 27. French aviators have seriously damaged Douai Railway Station.

GERMANS AND THE AMERICAN DEMANDS.

A Note Of Defiance.

LONDON, June 28. Undeterred by the suppression of the "Times" article, and perhaps encouraged by its reappearance, the "Kreuz Zeitung" vehemently insists that Germany should continue her present submarine warfare, and angrily denounces those who are talking of the danger of a conflict with America. It indignantly rejects the suggestion that Germany should agree with the American demands, provided the United States induces Great Britain to raise "the so-called blockade."

TRENCH WARFARE ALONG ITALIAN FRONT.

LONDON, June 28. Owing to the arrival of large Austrian reinforcements the operations in districts like Melborghetto, Luviano, and Tolmino are beginning to resemble the trench warfare in France.

GERMAN SOCIALIST PEACE MANIFESTO.

LONDON, June 28. An official statement concerning the suspension of the German Socialist organ "Vorwaerts," asserts that the Socialist Peace Manifesto is highly regrettable, and may be interpreted abroad as indicative of war weariness.

BY TELEGRAPH.

BULGARIA PREPARING FOR WAR.

LONDON, June 28. The attitude of Bulgaria is suddenly attracting attention owing to the reports, mostly from Italian sources, that the Reservists have been recalled and of the fervent activity of political leaders, pointing to preparations for immediate intervention in the war, but there is nothing to indicate on which side she will intervene.

FRENCH SHIRKERS' BILL.

LONDON, June 28. The French Shirkers' Bill has been passed.

TURKS TREAT BRITISH PRISONERS WELL.

LONDON, June 28. The American Ambassador reports that the 65 British prisoners in the hands of the Turks are well treated, and are in good health.

GERMANY'S EXCUSE FOR USING POISONOUS GAS.

LONDON, June 28. The "Colony Gazette," says a telegram from Amsterdam, in a long official defence of the employment of poisonous gas, says: "The basic idea of The Hague agreements is to prevent unnecessary killing. Consequently the use of smoke clouds moving gently toward the enemy is not only permissible by International Law but is an extraordinarily mild form of war compared with flooding."

EXCHANGE OF INVALID PRISONERS.

LONDON, June 28. It is announced that 430 invalided British prisoners are coming from Germany in exchange for 210 Germans.

THE FIGHTING IN THE TYROL.

LONDON, June 28. A Rome communication says: "Nothing important has occurred within the last 24 hours. The artillery duel is increasing in intensity. The Austrians along the Isarco front are using asphyxiating bombs. The enemy's latest expedient is to spread a report among the Italian troops that a devastating earthquake has occurred at Calabria, but the report, which is baseless, failed to take effect."

THE VIENNA CONFERENCE.

LONDON, June 28. The "Frankfurter Zeitung" says that the Imperial Chancellor and Herr von Jagow have gone to Vienna to discuss means of effectively combatting the great efforts of the Triple Entente in the Balkans.

ALBANIA'S NEW RULER.

LONDON, June 28. The Rome correspondent of the "Morning Post" says the Montenegrins have occupied Sargoljanni Melina, and that the Albanians have recognised King Nicholas of Montenegro as their Sovereign.

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, May 28.

ITALY IN THE SCRAM.

When the news reached London that Italy had decided to take the place her

history called for in the line of civilisation

against barbarism, there were small echoes

of the enthusiasm of Rome in our foreign

settlements. Soho, Clerkenwell and St. John

Hill were soon displaying the light flags

of the new ally, and Italian restaurants

conversations turned to a babel of approving

exclamations.

We have about sixty thousand Italian

reservists in these islands, and about

another sixty thousand in Canada. Many

of those who were able to spare the time

and money had already left for Italy on

their own account when the summons

came, and as for the rest, they were so

keen to do their share that within an hour

or two of the announcements being adver-

tised that the Consulate in Vienna square

was preparing to issue passports, there was

a crowd in front of the building and the

staff could not keep ahead of the new

arrivals.

From what I have been able to gather in

conversations with Italian and those who

have left Italy for Canada, the sinking of

the Lusitania was the last fuel needed to

fan the burning emotions of the warm

blooded Latin people to a flame. They

have their ambitions legitimately to restore

the Trentino and otherwise to extend and

strengthen the Italian position in Europe,

but beyond that the spirit of the Italian

people is a free spirit, and they are faithful

lovers of liberty. The Bryce report on

the horrible atrocities in Belgium carried

conviction, and the callous crime of the

Lusitania penetrated with disastrous effects

for Germany to the remotest homes of Italy

calling forth execration and demands for

revengeance. That, and the voice of the

poet D'Annunzio, stirring the best elements

of Italian traditions, roused the people to

such a pitch that no pro-German plotters

could withstand the flood of enthusiasm for

the cause of the Allies.

THE COURTSHIP.

Some of the appointments in the

Coalition Cabinet look like square pegs in

round holes, but nobody is disposed to be

unduly critical to-day, with so grave a crisis as

the war pressing hard upon us. Last week

Lord Northcliffe with his group of papers

yapped at the heels of Lord Ritchie, re-

minding one of the pictures of "D. D." in

and impudence," but the newspaper peer

by this time is as near crestfallen as his

colossal impudence is ever likely to permit

him, for there has come upon him such

unanimous disgust and contempt that even

his egotism must have been pricked. With

this "pro-German" in the sense of a

happening crisis—reduced to his proper

level by universal verdict, there is nobody

left to act as mischief maker.

Some of the appointments are likely to

be only temporary, as for instance that of

Mr. McKenna as Chancellor of the

Exchequer, for Mr. Lloyd George may go

back when he had made a good job of his

new work as Munitions Minister. Mr. Mc-

Kenna is credited with an old ambition to

occupy the Chancellorship, but many of us

would not like to see him there unless we

were forced by circumstances for he has

not satisfied us by his handling of the

suffragettes or the enemy aliens, and

moreover, he has a manner which is not

attractive.

There is a report, which some politicians

believe to be well grounded, that the sur-

prising elevation of Sir Stanley Buckmaster

from Attorney General and head of the

conservatism at the Press Bureau to the

place and emoluments of the Lord Chan-

cellorship, is also temporary and Mr.

Asquith will presently take the inter-

position, relinquishing the Chancellorship to

Mr. Lloyd George.

The way the last named has come out of

the crisis is one of the most striking things

of the time. Only a week or two ago he

was suffering a set back in the rejection of

his drink restriction proposals. A little

while before he was anathematised by

landowners and by old ladies who objected

to the insurance of their servants. Yet the

bankers and leading magnates of the

financial world to-day are sorry to see him

leave the Treasury, and opinion is un-

animous that if any man can make a success

of the new Munitions Ministry the Welsh

idiot is the one. He is an interesting

mixture of Celtic fire, human feeling,

undiluted courage, and shrewd intelli-

gence. He rouses violent opposition,

but his tact and personal charm of

the past few years he is as full of

zest as ever, though his hair is now rapidly

becoming white. The other day he sprang

lightly out of a cab and, after tossing the

fare to the driver, ran up the steps of a

government building three steps at a time.

The driver voiced the general opinion when

he remarked: "Real nippy, the Chancellor

—aint he?"

A SPORTING CONVERSION.

Racing men, seeing that they were in

danger of losing their sport altogether,

have been gratified rather than otherwise

to hear that the Government will not object

to extra fixtures being arranged at New-

market, which, exclusive of the Irish meet-

ings, will be the scene of the only races

held in these islands till the war is over,

until such times as the restrictions can

be removed.

It now remains for the Jockey Club to

determine what important races, in

addition to the list for the five meetings

of the year yet to come at Newmarket,

will be run on the historic Heath. The London

racing community, which was becoming

wary over the discontinuance of racing at

the three chief centres of sport adjacent to

London, are now somewhat mollified.

Moreover, many of the soldiers, both officers

and men, home on convalescence, are keen

to see a bit of the sport of kings before

taking to trench work again. It had been

proposed to hold meetings of protest up

and down the country, but as regard has

been shown for the activities of the chief

racing centre, these meetings, that would

certainly be open to criticism and mis-

understanding, will probably be abandoned.

Some of the enthusiasts believe the

greater part of the classic meetings will be

included, and that by the autumn there

will be a different set of circumstances

dominating the situation, so that the pro-

hibition of racing on other raccourses close

to London may be modified at least. In

the interest of those employed by them in

their stables, I hear that some foreign

owners who were about to ship their horses

back to America and France, have now

altered their arrangements and will make

the most of opportunities afforded at New-

market.

The Emden's survivors have reached

Constantinople under the leadership of

Capt. Lieut. von Muecke, and were freed

on arrival. The crew went on board the

German steamer General, where they took

up their quarters. It will be remembered

that when the Emden was sunk at Cocos

Islands, the landing party escaped in Mr.

Rosa's schooner Aysha, which they seized.

It was reported they had landed at the

Arabian port of Lidi, near Jeddah, on

March 27. They have thence made their

way overland.

Quite a number of men in Hongkong

will be interested in the following: The

Under-Secretary of State for War said

in the House of Commons that a new style of

khaki cap with a set top is soon to be

issued to the Army. The reason for this

is that the present khaki cap is a

disadvantage, with a set frame inside it has

been found to be too conspicuous at the

front, and the set frame has to be re-

moved out there.

BY TELEGRAPH.

(Wah Tai Yee Po's Service.)

YINKOW GARRISON.

PEKING, June 28. A Fengtien message says that the General and Governor have requested the appointment of an additional garrison commissioner for Yinkow.

RAILWAY AND TELEGRAPH OFFICES.

The Minister of Communications is sending delegates to investigate the various railway and telegraph offices.

SALT DEPARTMENT OFFICIALS.

A mandate allows Ng Kwong-kin, Councillor in the Salt Department, to resign. Chung Sui-ming is appointed Salt Councillor.

CHEONG WOO.

Cheong Woo, the cashiered vice-minister, has wired to the Government that his honour is unstained, and his relatives ought not to be detained by the police. He returned to Peking yesterday.

MINISTER TO RUSSIA.

Luk Ching Cheong has been appointed acting minister in Russia.

ALIENS IN ENGLAND.

The following Resolution has been adopted by the Management Committee of the Imperial Merchant Service Guild representing over fifteen thousand Captains and Officers of British merchant ships. A copy of it has been forwarded to the Prime Minister. That as representing those chiefly responsible for the safety and welfare of British merchant ships on the high seas we are greatly moved by the dangers presented by the large number of aliens belonging to the countries of the enemy who are abroad in this country. We feel convinced that they are thus enabled to obtain a great amount of information which in due course is conveyed to the enemy, thus proving seriously detrimental to this country and its Allies in the struggle which is now going on. We are strongly of opinion that all such aliens belonging to the countries of the enemy—whether naturalised or not—should now be interned even though it may be the means of creating individual hardships which are unavoidable when war is in progress.

To-day's Advertisements

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT ALL FIRE INSURANCE OFFICES WILL BE CLOSED FOR THE TRANSACTION OF PUBLIC BUSINESS ON THURSDAY, 1st July.

By Order, A. R. LOWE, Secretary.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT ALL MARINE INSURANCE OFFICES WILL BE CLOSED FOR THE TRANSACTION OF PUBLIC BUSINESS ON THURSDAY, 1st July.

By Order, A. R. LOWE, Secretary.

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP COMPANY LIMITED (In Liquidation).

FIRST RETURN OF CAPITAL.

NOTICE is hereby given that a FIRST RETURN OF CAPITAL of \$4,000 per share has been declared in this matter, and that the same may be received at the Offices of the Liquidators, St. George's Building, Chater Road, Victoria in the Colony of Hongkong, on or after Wednesday, 30th June, 1915.

No return of Capital will be made unless Share Certificates are produced when applying for payment.

SHEWAN TOMES & CO., Liquidators.

Hongkong, June 29, 1915. 564

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP COMPANY LIMITED.

AT AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS of the above Company duly convened and held at St. George's Building, Chater Road, Victoria in the Colony of Hongkong, on Monday, the twenty-eighth day of June, 1915, the following Resolutions, which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on the twelfth day of June 1915, were confirmed as Special Resolutions:

1. That the Company be wound-up voluntarily and that Messrs Shewan Tomes & Co., of St. George's Building, Chater Road, and they hereby are, appointed Liquidators for

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMER	To SAIL	REMARKS
LONDON via CAVAL PORTS	KARMAHA	Noon	See Special
Call	Capt. H. G. Evans, S.M.R.	2nd July	Advertisement
SHANGHAI, MOJI, KOBE, KASHOAR	KASHOAR	About	Freight and
& YOKOHAMA	Capt. H. N. Rivers, S.M.R.	8th July	Passage.
LONDON via CAVAL PORTS	SARDINIA	Noon	Freight and
Call	Capt. J. T. Jervis	17th July	Passage.

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendant.

P. & O. S. N. Co. Office

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

STEAMER	Captain	Day	Time
S.S. 'TACOMA MARU'	Capt. J. E. Smith	Thursday	15th July at 3 p.m.
S.S. 'PANAMA MARU'	Capt. J. E. Smith	Monday	19th July at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the latest apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORT SWETENHAM PENANG and COLOMBO.

STEAMER	Captain	Day	Time
S.S. 'DAIREN MARU'	Capt. S. Nemoto	Monday	6th July, at 7 a.m.
S.S. 'CHUSEN MARU'	Capt. S. Nemoto	Tuesday	6th July, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

STEAMER	Captain	Day	Time
S.S. 'DALIN MARU'	Capt. K. Morikami	Monday	4th July, at Noon.
S.S. 'KAIJO MARU'	Capt. Y. Yamamoto	Sunday	4th July, at Noon.

For ANPING and TAKOW via SWATOW and AMOY.

STEAMER	Captain	Day	Time
S.S. 'SOSEU MARU'	Capt. A. Kobayashi	Wednesday	7th July, at 10 a.m.

FOR HAIIPHONG (DIRECT).

STEAMER	Captain	Day	Time
S.S. 'KEIJO MARU'	Capt. K. Morikami	Thursday	1st July at 10 a.m.
S.S. 'DAIGI MARU'	Capt. T. Konishi	Thursday	1st July at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive in and depart from the South Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager, Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	29th June	17th July, at 11 a.m.
EASTERN	16th July	9th August, at 11 a.m.
ALBA HAM	2nd August	23rd August, at 11 a.m.
ST. ALBANS	23rd August	17th Sept., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents

NATAL LINE OF STEAMERS

TAKING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD. AND 'AFGAR' LINE.

Proposed sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and 'SUEZ-CANAL' (With liberty to call at the Malabar Coast).

FOR NEW YORK via SUEZ CANAL.

STEAMER	On or about
S.S. SAINT RONALD	On or about 5th July.
S.S. FOREMONT CASTLE	On or about 13th July.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

STEAMER	Day	Time
S.S. KIOUN MARU	For Batavia, Cherbon, Samarang, Sourabaya.	3rd July

For Freight or Passage apply to

DODWELL & CO., LTD. Agents

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMER	Displacement	SAILING DATE
MONGOLIA	27000 tons	MANCHURIA 27000 tons
KOREA	18000 tons	SIBERIA 18000 tons
CHINA	10000 tons	NILE 10000 tons
PERSIA	8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

'THE SUNSHINE BELT'—The Most Comfortable Route to America and Europe

STEAMER	Sailing	Day	Time
S.S. MONGOLIA	Tuesday	29th July	1 p.m.
S.S. PER-IA	Tuesday	3rd Aug.	Noon
S.S. KOREA	Tuesday	10th Aug.	1 p.m.
S.S. SIBERIA	Tuesday	17th Aug.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the route, which is under the personal supervision of Mr. V. Morton, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Sumptuous complimentary table service. Swimming tank, Filipino orchestra, deck games, dances, etc.—no dull moments throughout the trip. The Safety and Comfort of Passage in Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 144.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

STEAMER	Displacement	Speed	Leave Hongkong
TENYO MARU	22,000-41	14 knots	Tues., 29th June at Noon.
NIPPON MARU	11,000-10	14 knots	Tues., 13th July at 10.30 a.m.
SHINYO MARU	22,000-41	14 knots	Tues., 27th July at Noon.
CHIYO MARU	22,000-41	14 knots	Tues., 24th Aug. at Noon.

First Class to London 271-10. Return (6 months) £120.

" " New York 281. " £96-10.

" " San Francisco 243. " £88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

KIYO MARU 17,200-15 knots. Saturday, 10th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent, KING'S BUILDING (Opposite Blake Pier), Telephone 291.

SHIPPING

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSHALLS & LONDON	SEATORU MARU	14,000	THURSDAY, 1st July, at Noon.
Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KAMO MARU	18,000	THURSDAY, 15th July at Noon.
VICTORIA, B.C., & SEATTLE	TAMBA MARU	12,500	TUESDAY, 29th June at Noon.
Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	YOKOHAMA MARU	12,500	THURSDAY, 8th July at 4 p.m.
SYDNEY and MELBOURNE	SHIKO MARU	9,500	FRIDAY, 16th July at 4 p.m.
Via MANILA, TAMSUI, DAY ISLAND, TURNS VILLE and BUBBANE	SHIYACHI MARU	13,500	TUESDAY, 17th August at 11 a.m.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	IYO MARU	12,500	MONDAY, 5th July.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HITACHI MARU	13,500	FRIDAY, 16th July, at 10 a.m.
NAGASAKI, KOBE & YOKOHAMA	COLOS BO MARU	8,000	MONDAY, 5th July.
KOBE & YOKOHAMA	MISHIMA MARU	16,000	WEDNESDAY, 30th June at 10 a.m.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

STEAMER	Displacement	Leave Hongkong
KAT-RI MARU	20,000 tons	Thursday, 1st July
K-MO MARU	18,000 tons	Thursday, 18th July
K-SHIMA MARU	20,000 tons	Thursday, 29th July
MISHIMA MARU	16,000 tons	Thursday, 12th August

FOR AMERICA.

STEAMER	Displacement	Leave Hongkong
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
SADO MARU	12,500 tons	Tuesday, 27th July

KUSU MOTO Manager

Telephone No. 272.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	To SAIL
SHANGHAI	SINGAI	June 30, at 4 p.m.
HOIHOW	SINGAI	June 30, at 11 a.m.
MANILA, CEBU & ILOILO	TAMING	June 30, at Noon.
SHANGHAI	YINGCHOW	July 1, at 4 p.m.
WEIHAIWEI & TIENSIN	YINGCHOW	July 3, at Noon.
SHANGHAI	YINGCHOW	July 4, Daylight.
MANILA, CEBU & ILOILO	YINGCHOW	July 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. 'LINTAN' and S.S. 'SANUL'

MARILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Tean'. Excellent Saloon accommodation amidst electric fans fitted. Extra state-rooms on deck, etc. on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chuanan', and the S.S. 'Kanchow', 'Liangchow', 'Lingchow' and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMER	To SAIL
SHANGHAI, MOJI & KOBE	WONGSANG	WEDNESDAY, June 30, at 3 p.m.
SHANGHAI & HANKOW	WONGSANG	WEDNESDAY, June 30, at 3 p.m.
SANDAKAN	HINSANG	FRIDAY, July 2, Daylight.
SHANGHAI via SWATOW	CHOYSANG	FRIDAY, July 2, Daylight.
MANILA	LOONGSANG	SATURDAY, July 3, at 3 p.m.
WEIHAIWEI & TIENSIN	CHOONGSANG	SUNDAY, July 4, Daylight.
HAIPHONG	TAKSANG	SUNDAY, July 4, at 7 a.m.
SHANGHAI	KUMSANG	TUESDAY, July 6, Daylight.
MOJI & KOBE	KUMSANG	WEDNESDAY, July 7, Daylight.
SANDAKAN	MAUSANG	WEDNESDAY, July 7, at Noon.
SINGAPORE, PENANG & CALCUTTA	LAHSANG	WEDNESDAY, July 7, at 3 p.m.
WEIHAIWEI & TIENSIN	CHIPSANG	THURSDAY, July 8, Daylight.
MANILA	YUENSANG	SATURDAY, July 10, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kungang, Namsang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yacheng, Kungang and Namsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.

These steamers have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin, Peking, Yehaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

SHIPPING

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

SHIPPING

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	Date of Departure
LONDON	'MONMOUTHSHIRE'	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

SHIPPING

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. ITOLA, 5,257 tons, Capt. Butler, will be despatched for SINGAPORE on 30th inst.

The above Steamers have excellent saloon, accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD. AGENTS.

SHIPPING

For VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

THE Steamship 'MERIONETHSHIRE' Sails on or about 30th June.

For freight and particulars, apply to

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, June 23, 1915. 537

S.S. 'SAIKAI MARU'

THE above steamer will be despatched for SAN FRANCISCO direct on or about the 1st July, 1915. For Freight and particulars, apply to

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, June 17, 1915. 534

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITER, JAPAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'KARMAHA', Captain H. G. Evans, S.M.R., carrying the Majesty's Mails will be despatched from this port on FRIDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mailing from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Cargo for London also will be conveyed in the s.s. 'Karmala' due in London about 15th August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendant.

Hongkong, June 19, 1915.

SHIPPING

AMERICAN & MANCHURIAN LINE

For NEW YORK via PANAMA.

THE Steamship 'WALTON HALL' 4,932 tons, will be despatched as above on TUESDAY, 6th July.

For Freight and further particulars apply to

THE BANK LINE, LIMITED, General Agents.

Hongkong, June 7, 1915. 489

NOTICES TO CONSIGNEES.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. 'MONTROSE' FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their rate into the Godowns of Holt's Wharf at Kowloon, whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 1st July, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown where they may be examined on the 1st July, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, June 24, 1915. 544

SHIPPING

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship 'TENYO MARU' The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from Hongkong. Large consignment, upon arrival on THURSDAY, 24th June, at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on 1st July at 5 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned if filed after 7th July, 1915.

K. DOI, Acting Agent.

Hongkong, June 22, 1915. 540

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to Colombo	Leave Hong- kong	Leave Colombo	Arrive London	Due at London
Yokohama	KARMA	July 2	July 10	Aug. 1	Aug. 8
Yokohama	KARMA	July 19	July 27	Aug. 15	Aug. 22
Yokohama	KARMA	Aug. 6	Aug. 14	Aug. 22	Aug. 29
Yokohama	KARMA	Aug. 13	Aug. 21	Aug. 29	Sept. 5
Yokohama	KARMA	Aug. 20	Aug. 28	Sept. 5	Sept. 12
Yokohama	KARMA	Aug. 27	Sept. 4	Sept. 12	Sept. 19

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved

in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows—

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON
Accommodation SINGLE RETURN	Accommodation SINGLE RETURN	Accommodation SINGLE RETURN	Accommodation SINGLE RETURN
£70.00	£35.00	£21.00	£10.50
£70.00	£35.00	£21.00	£10.50
£70.00	£35.00	£21.00	£10.50
£70.00	£35.00	£21.00	£10.50

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

FAVORED SAILINGS:

STEAMER	Leave Yokohama	Leave Shanghai	Leave Hong- kong	Due at Marseilles	Due at London
KARMA	July 13	July 20	July 27	Aug. 1	Aug. 8
KARMA	July 20	July 27	Aug. 3	Aug. 8	Aug. 15
KARMA	July 27	Aug. 3	Aug. 10	Aug. 15	Aug. 22
KARMA	Aug. 3	Aug. 10	Aug. 17	Aug. 22	Aug. 29
KARMA	Aug. 10	Aug. 17	Aug. 24	Aug. 29	Sept. 5
KARMA	Aug. 17	Aug. 24	Aug. 31	Sept. 5	Sept. 12

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £70.00 SINGLE £35.00 RETURN £140.00

2nd SALOON £35.00 SINGLE £17.50 RETURN £70.00

3rd SALOON £21.00 SINGLE £10.50 RETURN £42.00

4th SALOON £10.50 SINGLE £5.25 RETURN £21.00

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled

or altered without notice.

For further particulars apply to

E. A. HEWETT,

Superintendent.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELEGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with S.S. "GUJARAT" 17th August.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELEGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: S.S. "SALAMIS" 30th June.

S.S. "MADAWASKA" 25th August.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

MARSEILLES & LONDON "CITY OF RANGOON" On 26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

General Agents.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	July 3rd	July 14th
"TAIYUAN"	July 14th	July 25th

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of ice, fresh provisions, etc., and have superior accommodation with Electric

Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is

carried. Reduced Fares. Cargo booked through for all Australian, New Zealand

and Tasmanian ports.

For freight or passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36, Hongkong, June 21, 1915.

Vessels Advertised as Loading.

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING.
Australia Ports, &c.	Empire	Gibb Livingston & Co.	July 17, at 11 a.m.
Australia Ports, &c.	Racer	Gibb Livingston & Co.	Aug. 9, at 11 a.m.
Australia Ports, &c.	Alldham	Gibb Livingston & Co.	Aug. 23, at 11 a.m.
B'bay v. Spore & Obo	Maru	Nippon Yusen Kaisha	July 5.
B'bay v. Spore, Obo,	Shosen	Nippon Yusen Kaisha	July 10, at 7 a.m.
B'bay v. Spore, Obo,	Kaijo Maru	Oaka Shosen Kaisha	Janu. 30, at 10 a.m.
Honolulu via Japan &	Rivo Maru	Toyo Kisen Kaisha	July 5.
Kobe & Yokohama.	Colombo Maru	Nippon Yusen Kaisha	July 10.
London &c.	Northmouthshire	Jardine, Mathon & Co.	End of June.
London &c.	Kumala	P. & O. S. N. Co.	at Noon.
London &c.	Karmah	P. & O. S. N. Co.	at Noon.
Messillo & London	City of Rangoon	P. & O. S. N. Co.	at Noon.
Manila, Cebu &c.	Tokyo	Batavia & Swire	July 6, at 4 p.m.
Manila	Loongang	Jardine, Mathon & Co.	July 3, at 3 p.m.
Manila	Yuesang	Jardine, Mathon & Co.	July 10, at 3 p.m.
Manila, A. Indian Ports	Taiyuan	Batavia & Swire	July 14.
Mar., London &c.	Natori Maru	Nippon Yusen Kaisha	July 1, at Noon.
Mar., London &c.	Ramo Maru	Nippon Yusen Kaisha	July 15, at Noon.
Moji & Kobe.	Kumamaru	Jardine, Mathon & Co.	July 2, at Noon.
New York v. Suz.	Saint Ronald	Dodwell & Co. Limited	about July 5.
New York via Panama	Walton Hall	The Bank Line, Ltd.	July 8.
N. Kt. Kobe & Yapan	Hitchi Maru	Nippon Yusen Kaisha	July 16, at 10 a.m.
San Francisco & Japan	Mongols	Pacific Mail S.S. Co.	July 29, at 1 p.m.
San Francisco & Japan	Versia	Pacific Mail S.S. Co.	Aug. 3, at Noon.
San Francisco & Japan	Korea	Pacific Mail S.S. Co.	Aug. 10, at 1 p.m.
San Fcisco v. Japan	Tenyo Maru	Toyo Kisen Kaisha	June 13, at Noon.
San Fcisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	June 13, at Noon.
San Fcisco v. Japan	Shosen	Toyo Kisen Kaisha	July 2, at Noon.
San Francisco &c.	Saiki Maru	Jardine, Mathon & Co.	about July 1.
Shanghai.	Kwongsang	Jardine, Mathon & Co.	July 6, Daylight.
Shai & Japan Ports.	Kashgar	P. & O. S. N. Co.	about July 8.
Seattle & Japan Ports.	Minnesota	Nippon Yusen Kaisha	
Stow, Amoy & Tamsui	Kaijo Maru	Oaka Shosen Kaisha	July 4, at Noon.
Spore, Pang & Calai	Lisang	Jardine, Mathon & Co.	July 7, at 3 p.m.
Madakas	Hwang	Jardine, Mathon & Co.	July 2, Daylight.
Spore, Mauritius &c.	Madawaks	The Bank Line, Ltd.	June 30.
Sydney, Melbourne &c.	Nikko Maru	The Bank Line, Ltd.	Aug. 23.
Takewell Melbourne &c.	Hitchi Maru	Nippon Yusen Kaisha	Aug. 17, at 11 a.m.
Sydney, Stow & Zony	Sechu Maru	Oaka Shosen Kaisha	July 7, at 10 a.m.
Victoria, Tams & Japan	Tacoma Maru	Oaka Shosen Kaisha	July 15, at 3 p.m.
Victoria Tams & Japan	Tacoma Maru	Oaka Shosen Kaisha	July 22, at 3 p.m.
W. B. A. Q. Seattle &c.	Yokohama Maru	Jardine, Mathon & Co.	about June 30.
W. B. A. Q. & Tientsin	Chingping	Nippon Yusen Kaisha	July 8, at Noon.
		Jardine, Mathon & Co.	July 6, Daylight.

